

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
690 Walnut Ave.St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000689**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 31-Dec-2007**Location:** Changxing Island, Shanghai, PRC

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Other important observations	<p>At 1000 hours I went on a shop floor walkthrough and observed the following:</p> <p>77m Mockup: ZPMC personnel have completely welded the type 3B diaphragm to the diaphragm. The connection between skin plates "A" and "E" has been welded and appears that there is one pass remaining before it is complete. Workers were preparing the area between skin plates "B" and "C. Thus far it appears ZPMC is following their approved mockup fabrication plan for the 77m mockup.</p> <p>89m Mockup: The diaphragm has been tacked to the skin plates. ZPMC welders preheated then performed the first exterior pass using SMAW between skin plates "C" and "B". Welders were preheating the exterior groove between skin plates "D" and "E". Welders were working on the shear link material, welding the webs of the shear links.</p> <p>114m Mockup: Welding in the lower section of the 114m mockup is complete. It appears that ZPMC QC personnel have completed NDT verification. In the upper section, NDT has found multiple rejectable indications in the weld between skin plates "C" to "D". ZPMC asked for and received approval from the Department to perform a critical weld repair in that connection. During the repair the welder back gouged into 30-40 mm of the base metal in at least two locations. ZPMC plans to repair the base metal by grinding the area flush and performing NDT on the area to ensure that there is no crack in the base material. Between plates "A" and "B" other areas with rejectable indications have gouged out without any damage to the base metal. No work was being doing on the interior splice plates.</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

Inspected By: Ishibashi,Josh

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer